

In the Specification

Please amend the paragraph beginning on page 2, line 18, and continuing to page 3, with the following rewritten paragraph:

--Wall thickness d of the saddle portion is generally designed to be around 10mm regardless of the dimensions of the saddle portion, based on conventional usage. When wall thickness d is reduced, the saddle portion becomes less rigid and easier to fit to the main pipe. Therefore, a closer contact with the main pipe will be achieved. However, on the other hand, heat generated from heating wires through electric conduction is transferred to the outer surface of the saddle portion, and as a result the saddle portion tends to deform, resulting in lowered interface pressure and consequently in reduced fusion welding strength.--

Please replace the paragraph beginning on page 3, line 7, with the following rewritten paragraph:

--Therefore, as a general remedy a wall thickness d of approximately 10mm is adopted for the saddle portion, and the saddle portion is made with a seating surface that has a slightly larger radius of curvature than the outer diameter of the main pipe, so that the saddle portion can be bent to make close contact with the lateral portions of the circumferential surface of the main pipe when clamped by a clamping device. On one side, if rigidity of the saddle portion is large, it can hardly be bent by clamping, and if the diameter of the

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(amended)

spigot or trunk portion projecting from the saddle portion is large and the distance from the spigot or trunk portion to the collar portion is relatively short, the extent of possible flexure of the collar portion will be limited, resulting in inferior contact closeness with the outer circumferential surface of the main pipe.--

Please replace the paragraph beginning on page 6, line 5, with the following paragraph:

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--The mentioned range of 6 to 9mm wall thickness of the saddle portion has been determined because rigidity of the saddle portion becomes too large to achieve a sufficiently close contact if the wall thickness is more than 9mm, while the saddle portion tends to deform due to heat from the heating wires embedded in the seating surface of the saddle portion, which will lower the fusion welding interface pressure, resulting in reduced fusion welding strength, if the wall thickness is less than 6mm.--

Please add the following paragraph on page 7, line 18:

--Fig. 6 is a full cross-sectional view of part of the service t-joint of Fig.

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Please replace the paragraph beginning on page 7, line 19, and continuing to page 8, with the following rewritten paragraph: